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CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

CD NO.

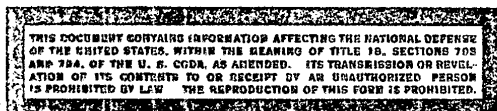
COUNTRY East Germany

DATE DISTR. 21 December 1953
50X1-HUMSUBJECT Status of the Railroad Permanent Way
in the Schwerin Railroad District.

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PLACE
ACQUIREDNO. OF ENCLS.
(LISTED BELOW)DATE OF
INFO.SUPPLEMENT TO
REPORT NO.

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THIS IS UNEVALUATED INFORMATION

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1. The trackage of the Schwerin railroad district amounts to 1,649 km including 560 km of main tracks, 971 km of branch lines and 117 km of narrow-gauge tracks.
2. In 1952, six slow-down sections had to be established in the railroad district because of weaknesses in the permanent way. This defect also caused 42 railroad accidents. During the same year, there occurred 548 rail breakages. Of these, 221, i.e. 40.3 percent, occurred on 1st category tracks; 323, i.e. 58.9 percent, on 2d category tracks; and 4, i.e. 0.8 percent on 3d category tracks. Broken down according to the different types of rails, 220 rail breakages, i.e. 40.3 percent, occurred on S-49 type rails; 2, i.e. 0.3 percent, on type S-41 rails; 33, i.e. 6.0 percent, on F-15 type rails; 95, i.e. 17.3 percent, on F-8 type rails; 188, i.e. 34.3 percent, on F-6 type rails; and 10, i.e. 1.8 percent, on F-5 type rails.

The individual railroad lines in the district were affected as follows:

Berlin-Hamburg line, 135 rail breakages;
 Neustadt-Guestrow line, 104 rail breakages;
 Doemits-Wismar line, 66 rail breakages;
 Wittenberge-Rostock line, 61 rail breakages;
 Herrnburg-Neubrandenburg line, 40 rail breakages,

3. The status of railroad ties in this district is as follows:

Type	Total	Period of Time in Use			
		Over 30 years	20- 30 years	10- 20 years	Under 10 years
Wood	2,285,250	173,600 (7.6%)	1,023,700 (44.8%)	875,650 (38.3%)	212,300 (9.3%)
Iron	342,525	151,250 (44.2%)	90,775 (26.5%)	97,500 (28.4%)	3,000 (0.9%)
Concrete	10,500			2,500 (23.8%)	8,000 (76.2%)
Totals	2,638,275	324,850	1,114,475	975,650	223,300

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- 2 -

From the fact that a total of 2,638,275 ties have been laid on line tracks and that these ties have an average life of 30 years, approximately 88,000 ties, which are adequate for about 55 km of track, should be replaced every year. From 1936 through 1953, the Schwerin railroad district was allocated the following amounts of new ties:

<u>Year</u>	<u>Amount of Ties Delivered,</u> <u>Expressed in km of Line Trackage</u>
1936	58,089
1937	87,656
1938	58,953
1939	40,174
1940	74,182
1941	66,972
1942	59,177
1943	35,963
1944	<u>21,444</u>
	502,510 km
1945	0,120
1946	0,825
1947	2,387
1948	4,648
1949	4,000
1950	6,228
1951	32,521
1952	31,475
1953	<u>11,000</u>
	93,204 km

This tabulation indicates that ties adequate for 502,610 km of trackage were replaced during the 9 years from 1936 to 1955, while during the 9 years from 1945 to 1953 ties were replaced on only 93,204 km of line trackage. Because of an utterly insufficient replacement of ties during the first years after the end of World War II, about 342,850 ties, which would represent 203 km of trackage, are over 30 years old, while 1,115,000 ties, i.e. 720 km of trackage, have an age from 20 to 30 years. The principle of safe railroad operations would require the replacement of these ties. This means that approximately 114,000 ties, which would represent 90 km of trackage, would be required by the Schwerin railroad district in each of the ten next years.

4. Broken down according to the different types of rails, the age status of the rails in existence in the railroad district is as follows:

S-49 type rails	7 km of trackage
up to 5 years	1,010 "
10 to 20 years	269,486 "
20 to 30 years	228,409 "
over 30 years	<u>0,000 "</u>

Total: 505,905 km of trackage

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- 3 -

S-41 type rails

up to 5 years	0.000 km of trackage
5 to 10 years	43.327 "
10 to 20 years	11.844 "

Total: 55.171 km of trackage

F-15 c type rails

10 to 20 years	0.585 km of trackage
20 to 30 years	88.119 "
over 30 years	106.006 "

Total: 194.710 km of trackage

F-8 type rails

5 to 10 years	0.500 km of trackage
10 to 20 years	38.711 "
20 to 30 years	5.228 "
over 30 years	188.929 "

Total: 233.368 km of trackage

F-6 type rails

5 to 10 years	2.810 km of trackage
10 to 20 years	32.410 "
20 to 30 years	20.275 "
over 30 years	440.254 "

Total: 495.751 km of trackage

F-5 type rails and lighter rails over 30 years, 142,340 km of trackage. Broken down according to the number of years during which the rails have been in operation, the picture is as follows:

Rails with an age of up to 5 years	7	km	%
" " " " " 5 to 10 years	47.647	"	2.6
" " " " " 10 to 20 years	353.044	"	21.4
" " " " " 20 to 30 years	361.786	"	22.0
" " " " " over 30 years	879.290	"	53.3

Total: 1,648.767 km *total track*

5. In the field of switches, the picture is as follows:

A total of 4,761 switches (Weicheneinheiten) (WE) has been installed. Of these 458 are 5 to 10 years old; 774 are 10 to 20 years old; 2,470 are 20 to 30 years old; while 1,059 are over 30 years old. The safety of railroad operations would require the replacement of 200 switches every year, assuming that a switch has an average life time of 35 to 30 years. Between 1936 and 1952, the following switches were reconditioned or replaced:

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- 4 -

Year	Promised Delivery of New Switches	Number of New Switches Actually Delivered	Promised Delivery of Old Switches	Old Switches Actually Delivered	Total of Switches Promised	Total of Switches Delivered
1936	33	33	80	80	113	113
1937	32	32	120	120	152	152
1938	135	135	100	100	235	235
1939	140	140	90	90	230	230
1940	152	152	150	150	302	302
1941	90	90	150	150	240	240
1942	120	120	120	120	240	240
1943	200	200	170	170	370	370
1944	138	138	130	130	268	268
1945	-	-	119	119	119	119
1946	-	-	213	118	213	118
1947	8	-	150	45	158	45
1948	-	-	95	60	95	60
1949	12	-	60	50	72	50
1950	29	-	100	88	129	88
1951	29	17	100	100	129	117
1952	20	-	120	74	140	74
1953			174			

The physical status of the switches deteriorated because of insufficient maintenance work and an insufficient replacement of switches. During the period from 1945 to 1952, the number of switches actually delivered was by 929 units behind schedule.

Comment. The report furnishes a complete picture of the poor physical status of the rails, ties and switches in the Schwerin railroad district, whose railroad net consists almost exclusively of single-track lines.

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